

USCG AUXILIARY FIFTH NORTHERN

DIVISION



MARINER

Division Commander (DCDR) – William E. Holmes

Editor - Howard Friedman auxhf@yahoo.com

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Summer II 2014

Heads Up! Get ready to receive a 'Fist' full of info.



Heaving a Monkey's Fist (a knot in the shape of a ball, at the end of a heaving line) is the prescribed method of accurately transferring a heavier towing line from one vessel to another. This Boat Crew Program qualification task, as do all of the others, duplicates the skills required in the performance of duty as an Auxiliary boat crew member.

Photos by Howard Friedman (8-3) and Joe Giannattasio (8-2).

DIVISION 8 STAFF - 2014

Flotilla Commanders

David T. Wilson, Flotilla 8-1 (Ocean City)
Francis A. Verrichia, Flotilla 8-2 (Cape May)
Scott J. Supplee, Flotilla 8-3 (Wildwood)
John J. Percy III, Flotilla 8-4 (Absecon Island)
Alan B. Moose, Flotilla 8-5 (Brigantine)
James W. Kight, Flotilla 8-6 (Lower Township)

Division Staff Officers

DVCDR (Chief of Staff) - Richard Weiss (8-2)
IPDCDR (Immediate Past Division Commander) - Joseph Giannattasio (8-2)
SO-CM (Communications) - Stanley Friedman (8-5)
SO-CS (Communication Services) - Robert Babezki (8-1)
SO-FN (Finance) - Daniel Hartman (8-2)
SO-HR (Human Resources) - Thomas Klein (8-4)
SO-IS (Information Services - South) - Daniel Hartman (8-2)
SO-IS (Information Services - North) – Michael Colondrillo (8-4)
SO-MA (Materials) - Jeanne Stretch (8-5)
SO-MS (Marine Safety) - John Tredinnick (8-2)
SO-MT (Member Training) - Ken Wilde (8-1)
SO-NS (Navigation Systems) - John Gallagher (8-2)
SO-OP (Operations - South) - Bruce Long (8-2)
SO-OP (Operations - North) – Walter Alsegg (8-1)
SO-PA (Public Affairs) - Joseph Skutlin (8-1)
SO-PB (Publications) - Howard Friedman (8-3)
SO-PE (Public Education) – Marilyn Hughes (8-1)
SO-PV (Program Visitor) – Robert Baker (8-4)
SO-SR (Secretary/Records) – Fran Krajewski (8-3)
SO-VE (Vessel Safety Check) – William Hartley (8-3)

From The Fo'c's'l (*folk-sel*):

Feel Like A “Celeb”

When Ernie Philips (8-4) took advantage of my offer to our Division 8 flotillas to photograph flotilla events for publication in their flotilla newsletters and in the *Division 8 Mariner*, I arrived at the parade starting point (see page 4) to do just that, take photos. Expecting to ride in his SUV after taking the photos I needed, I was surprised when he asked me to join three members of his flotilla, Tom Klein, Larry McGinnis, and Paul Rudolph, in the boat for the 2 mile trip up the Atlantic City Boardwalk during the Armed Forces Parade.

After a couple of blocks, I signaled to Ernie to stop the SUV so that I could climb up into the boat. Once onboard, “parade fright” made its presence felt. I wasn’t quite sure how to act in that situation. For me, it was much different than speaking to a group of attentive students or to a team of athletes. People along the parade route were clapping and cheering loudly. Fortunately, the crowd was relatively sparse for the first few blocks giving me the opportunity to watch how my parade-experienced fellow float-mates were reacting to the actions of the spectators. Fun soon replaced fright.

If the opportunity ever arises to ride on a float in a parade, waving to cheering onlookers, take it. Although most of the folks in the crowd will think that you are Coast Guard, just smile and wave back enthusiastically. For that period of time, you really are a celebrity, a US Coast Guard Auxiliarist on parade.



Above is a frame from a video which was posted on the *Press of Atlantic City* website. It was taken as we passed the J.F.Kennedy Plaza across from Boardwalk Hall.

Howard Friedman, SO-PB

A New Bridge & A New Tradition For Division 8

Photos by Bob Babezki (8-1), Paul Casalese (16-8), Howard Friedman (8-3)

At the October Division 8 Meeting, Rich Weiss (8-2) and Cris Gleason (8-5) were elected to the positions of Division Commander (DCDR) and Vice Division Commander (VCDR), respectively, for 2015.

For the past two years, Rich has served as VCDR. Cris is the Immediate Past FC of Flotilla 8-5. Both members are Auxiliary Instructors, Coxswains, and AUXOP members.

In addition to serving as our District Public Education Officer (DSO-PE), Rich is a coxswain and a training officer in the Helo-Ops Program, has a Captain's License (100 Ton Master), and teaches the Deck Watch Officer's Course to the Coast Guard. Cris is qualified as an Aircraft Commander/Aircrew and currently serves as a TCT Facilitator and as the MT Officer for his flotilla. He is also a founding member of a flotilla in D-1SR.

Both officers bring a wide-ranging amount of Auxiliary experience and knowledge to their new positions, something that will benefit every member of our division.



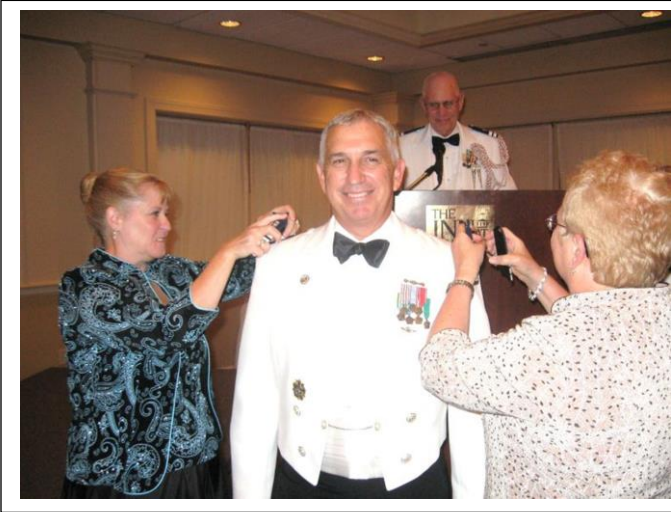
Above Left – Division 8 2015 Bridge Nominees: Rich Weiss (left) and Cris Gleason.

Above Right – “Frocked” Cris Gleason (left) and Rich Weiss. (Notice their new shoulder boards. For info, see the following page.)

A New Bridge & A New Tradition For Division 8 (cont'd)

Last month (September), at 5NR District's Fall 2014 D-TRAIN, Division 8's Immediate Past Division Commander (IPDCDR), Joe Giannattasio (8-2) was elected to the position of District Captain-East. As is the tradition at the District level, the Captain-Elect experienced being "froked" at the following District COW.

"Frocking" is a sailing-era Naval term for an officer selected for promotion wearing the insignia of the higher grade before the official date of promotion (January 1st for Auxiliary positions in Dist. 5NR).



Joe Giannattasio, District Captain-East (elect) is "froked" by (left to right) Glena Tredinnick (8-2) and Janet Brown (14-05), exchanging his shoulder-boards to his new office during the Change of Watch (COW) ceremony.

A member of the Auxiliary's National Staff and a Public Affairs Specialist, Joe tries to share Auxiliary traditions, when possible, with all of it's members. With that in mind, he brought the tradition of "frocking" to the Division 8 elections, allowing it's newly elected officers to immediately display their new shoulder boards.



Division Commander Bill Holmes (left) and DCAPT East (elect) Joe Giannattasio (right) frock newly elected Division Commander Rich Weiss."



Division Commander Bill Holmes (left) and newly elected Division Commander Rich Weiss (right) frock newly elected Vice Division Commander Cris Gleason."

NACON 2014 – 1200 photos

Our District's newly elected Captain (Eastern Area), Joe Giannattasio (8-2), is also the official photographer for NACON. At this year's conference, he took "only" about 1,200 photos. Most of the better ones are posted on the NACON photo Flickr site for your viewing interest: <http://tinyurl.com/NACONpix>



A Perfect Patrol for a Kayak Auxiliary Facility

Only vessels NOT powered by mechanical means are eligible to participate in The Night In Ventnor (NJ) Go Green Boat Parade. So what could be a more perfect event for Andy Crowley's (4-2) kayak to patrol? Along with Calvin Bartechko's (8-5) facility (Ernie Phillips (8-4), coxswain) and Art Zack's (8-1) facility (Bob Babezki (8-1), coxswain, Jim Ryon (8-1) and Celia Crowley (4-2), crew), the three AUXFACs escorted 100+ costumed "Green" watercraft along a mile and a quarter section of the IntraCoastal Waterway (ICW) around Ventnor Heights during this 6th annual boat parade.



Two AUXFACS Search for Missing Boater

By Robert Babezki, DSO-PA, D5NR

On Sunday evening, July 20, 2014 local Authorities in Longport, Atlantic County, NJ reported that a boating accident had taken place near the Longport Jetty. A pontoon boat, with two men aboard, hit navigation Buoy #2, which marks the south entrance to the channel behind Longport, at approximately 11:30 PM. Both men were thrown into the water. The boat then hit a rock jetty at the south end of Longport. One of the occupants of the boat was able to be assisted to shore by local fishermen.

Walt Alsegg, the Auxiliary Operations Officer in charge of the area, stated, "I was on vacation in Pennsylvania when I saw the story on Philadelphia TV Monday morning news about a missing boater from an accident in the Great Egg Inlet. I called Station Atlantic City and offered the Auxiliary's help in conducting the search, since I knew we had boats nearby. After the Officer of the Day (OOD) agreed, I made several phone calls (getting some members out of bed) and was able to secure two boats with two crews. They were on scene about 45 minutes after receiving my call." The two Auxiliary facilities assisted the Coast Guard and NJ Marine Police in the search for the missing boater.

One facility, owned by Art Zack (Flotilla 81), was docked only a few hundred yards from the scene of the accident and was called first. Stan Friedman (Flotilla 85) was the Coxswain. The second facility, owned by Calvin Bartechko (Flotilla 85), with Cris Gleason (Flotilla 85) as Coxswain, came down from the Ventnor area. Both facilities joined two NJ Marine Police boats and two Coast Guard boats that were already on the scene. Both Auxiliary facilities were given orders to run search patterns in different locations. Art Zack's facility searched the shore lines on both sides of the IntraCoastal Waterway (ICW) between the Great Egg Inlet and the Margate Bridge, giving special attention to all the little coves and streams that empty into the ICW. Calvin Bartechko's facility searched behind Ocean City.

Because of the low tide, Zack's facility was forced to maintain a safe distance from the shore, but all of the shore line, including the areas under docks and houses that project over the water, were examined with binoculars. After three hours of multiple parallel passes along the shore in the assigned area, orders were received to do it again. After three more hours of negative results, the Auxiliary facilities were relieved of duty.

"Unfortunately, the Coast Guard gets very busy with an active search so they don't think of us right away," said Alsegg. "By taking a proactive approach, we demonstrated the Auxiliary can be of definite benefit in multiplying the assets on the water and assisting in a professional manner."

The operator of the pontoon boat has been identified by the local authorities as a 45 year old male with extensive experience in off-shore power boat racing, was an owner of a local marina and should have been very familiar with the local waters. The rescued passenger has not been identified by authorities. The driver of the boat has not yet been found.

USCG Auxiliary On Parade With The Coast Guard

On Monday evening 08AUG14, seven members from Flotilla 8-4 (Absecon Island) along with the District 5NR Color Guard followed Capt. G. Todd Prestidge, Commanding Officer at Training Center Cape May, it's Color Guard, Marching Band, and a company of recruits along the Atlantic City Boardwalk as part of the 115 displays in the 4th Annual Atlantic City Salutes America's Armed Forces Parade.

Originally, the District 5NR Color Guard and the Auxiliary boat were scheduled to be near the end of the parade, but after a request made by John Percy, FC-84, they were repositioned forward allowing them to follow the Coast Guard near the front of the procession.



CG Auxiliary District 5NR Color Guard



CG Auxiliary display - OPFAC on trailer



Looking forward from the boat/trailer during a stop just before the Taj Mahal Casino.

The CG Auxiliary – A “Flexible” Force Multiplier

A “force multiplier” enhances the probability of a successful mission accomplishment. Add “flexible” to it and that’s what members of the Coast Guard Auxiliary proved to be when asked to assist the Coast Guard and the NJ State Marine Police in securing a two square mile safety zone along the oceanfront for the aircraft participants in the 4th Annual Thunder Over The Boardwalk, aka the Atlantic City (AC) Air Show.

Normally covering two days (a practice day followed by the show day), this year bad weather cancelled Auxiliary participation on Tuesday and put them on standby for Wednesday. While the skies did clear the day of the show, a Small Craft Advisory was still in effect. Adhering to Sector policy that vessels under 25' are restricted to 4' seas (they were 4' to 6' “long rollers”), the Coast Guard was limited in the number of Auxiliary vessels it could send out to assist the 87' CG Cutter Ibis and the 47' Motor Life Boats maintain the safety zone. Eventually, the CG chose to dispatch only two AUXFACs offshore, the 41' and 37' from Division 7.

Fortunately, from a safety point of view, the number of spectator vessels was much smaller than it had been at previous AC Air Shows. Part of that was due to the positioning of Auxiliary facilities in the nearby inlets to advise boaters about the conditions offshore and to recommend that they not go out. For those that chose to venture into the ocean, it was requested that everyone onboard wear a life jacket.

Two AUXFACs were assigned to the Great Egg Harbor (GE) Inlet, one in the “Longport channel” (Mike McKenzie (4-9)) and the other by the Ocean City-Longport Bridge (Dave Latta (8-1)). The Auxiliary UTL (Walt Alsegg (8-1)) maintained a position by the Brigantine Bridge in the Absecon Inlet.

From the UTL, Walt reported:

“Everyone appreciated our passing the information about the sea conditions. Some heeded our warning and went into a nearby cove or hung inside the inlet. One boat that went out came back and shouted over to us “You were right!” Another, with husband and wife aboard, after alerting them she instantly, in a commanding manner made the circular sign with her index finger indicating “we're turning around”. ”

Even “sitting inside”, it was a long day out on the water for the crews of those three AUXFACs. But, it did provide members with “war stories” to share with others and to use as appropriate anecdotes for the students in safe boating classes. Though disappointing for the volunteers, it’s another one of those days about which the CG and the boating public really do appreciate the Auxiliary’s time, effort, and flexibility.

Members from our division who offered their time for one or both days: Bill Hartley, Joe Giannattasio, Dave Latta, Charlie Wilkins, Dave Wilson, Art Zack, Bob Babezki, Jim Ryon, Cynthia Chaimowitz, Greg Kelchner, Lew Branin, Stan Friedman, Walt Alsegg, Scott Distefano, David Desimone, Eileen Harrigan.



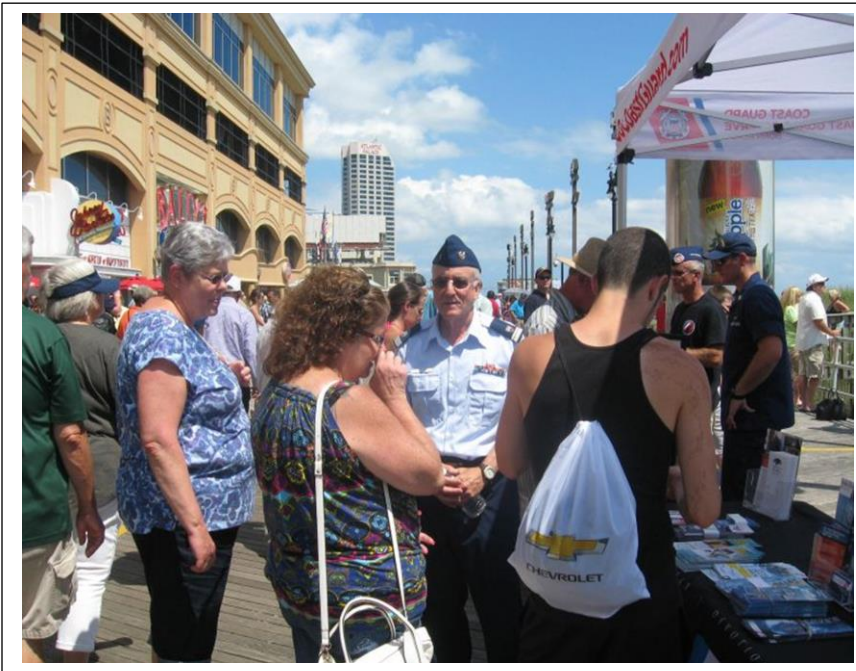
Every air show article must have photos. Left – USAF Thunderbirds in formation over the safety zone; Center – A “bird” down near the surfline; Right - Two CG helos performing swimmer rescues.

What is an AAR?

Photos by Paul Casalese (16-8)

The CG Auxiliary Boating Safety Booth at the Atlantic City Air Show, alongside that of the Atlantic City Recruiting Office, was located on the Boardwalk in the busy, casino area. With Auxiliarists from Division 8 involved with the safety aspects of the Air Show, the booth was attended by Auxiliarists from Division 7, 12, 13, and 16. (Their names are included in the AAR.)

What is an AAR? Much like the crew debriefing at the boat slip after every patrol, after each Public Affairs (PA) Event, the Point-of-Contact (POC) for the event writes an After Action Report (AAR). The report is posted on the D5NR Public Affairs Website, <http://www.5nrpa.org/reports/>. The AAR for the Boating Safety Booth at the Atlantic City Show was written by Paul Casalese, ADSO-PA Social Media East 5DNR.



“Clean-up” In ICW Before Around The Island Row

Photos by Don Dobson (8-2) and Howard Friedman (8-3)

Early Monday morning, 08AUG14, two Auxiliary crews, Fran Krajewski’s (Wildwood) and Matt Copeland’s (Cape May) met on the waters near the Ocean Drive Bridge at Hereford Inlet to provide a safety screen for 20+ pairs of rowers in lifeguard boats competing in the 39th Annual Bud Tarbotton Memorial Around The Island Row. The 22.5 mile race around Wildwood Island was sponsored by the North Wildwood Beach Patrol and included teams from beach patrols serving shore towns from Brigantine to Cape May.

Minimal power boat traffic along the IntraCoastal Waterway (ICW) and calm seas along the beachfront made the lengthy patrol relatively uneventful. (A school of dolphins did provide a delightful distraction during the last mile.) The only unusual aspect of the patrol actually occurred just before the start of the race. Where Hereford Inlet connects with the Grassy Sound Channel (ICW), Tom Palmer spotted a barely visible piece of flotsam. Fran Krajewski and Vanessa Brown lifted what turned out to be a 10 foot 2x10 attached to a 4 foot 4x4 onboard and secured it across the transom. (Imagine the damage it could have inflicted on a boat running into it while on plane.) After the Row, the lumber was deposited at USCG Station Cape May.



Discussing the GAR score.



Matt’s OPFAC and crew on scene.



Holding the flotsam.



Securing the flotsam



Here come the rowers!



Everything secured, we’re ready to roll.

The Pier Lights I Had Never Noticed

The First (of two) PATON Patrols -2014

During the past two years, the Auxiliary has assisted the USCG in recording the locations of and taking photographs of ATONs (Aids to Navigation maintained by the Coast Guard). This summer the focus was on the locations and photos of PATONs (Private Aids to Navigation) maintained by a state or individuals.

Led by Dave Scallion, a District 5NR Aids Verifier and FSO-NS (8-4), we launched Ernie Phillips' (8-4) facility at USCG Station Atlantic City (AC) on a Friday morning in August. Heading south on the IntraCoastal Waterway (ICW) behind AC, our task was to verify that two pier lights noted on NOAA Chart 12316 were still in existence and in the same location and color as indicated on the chart. (The lights are listed in the *Light List* and are named "Absecon Waterway Upper & Lower Pier Lights.")

Although having boated around Absecon Island for many years, I had never noticed these lights. Small, only lit at night, and mounted on the remnants of old piers, they were difficult to locate during the day. Fortunately, Dave and Ernie were familiar with these lights having verified them in years past.



Above: A long stretch of docks. Where are the lights? Dave notes the lat/lons as Ernie calls them out.

Below: The upper (northern) dock light. The lower (southern) dock light. V



The Long Ride Up The Great Egg

The Second (of two) PATON Patrols - 2014

A little more than a week after our PATON patrol behind Atlantic City, a Sunday morning found Dave Scallion, Ernie Phillips, and I again launching Ernie's facility, this time at the boat ramp at JFK Park in Somers Point. Our personal objective was to note the locations of and to photograph the State of NJ buoys on the cedar waters of the Great Egg Harbor River, all the way from the Garden State Parkway (GSP) Bridge to US Route 40 in May's Landing. (The PATONs were not shown on the NOAA Chart 12316.)

The patrol began with a QE Check Ride. From the dock, QE Walt Alsegg (8-1) observes a "Pre-underway Checklist." (l. to r) Dave Scallion (8-4), Ernie Phillips (8-4), and Crewman Trainee Chris Mozitis (8-4).



Looking north after passing under the GSP Bridge is the entrance channel to Patcong Creek.



20th Annual September Splash on September 20th

Two Auxiliary facilities spent the Saturday morning alerting recreational boaters approaching the swimmers participating in three open water races taking place in Sunset Lake, Wildwood Crest, NJ. The 305 registered swimmers were the most in the history of this event.

While Matt Copeland (8-2) (crew: Brenda Hollway (8-6)) positioned his boat at the entrance to the “lake” from the IntraCoastal Waterway (ICW), Fran Krajewski (8-3) and his crew (Bill Hartley, Vanessa Brown, and Howard Friedman (all from 8-3)) provided protection to the swimmers from the other entrance, the waters used by vessels from the local marinas and the many nearby residential boat slips.



Hydro Fest 2014 – Two Days of “Wake Control”

For every regatta, boating or swimming, providing an appropriate safety zone has its unique set of challenges. At the Wildwood Crest Hydro Fest, where inboard powered boats, 12 to 23 feet long, travel 80 to 140 mph while competing for American Power Boat Association national points and for the NJ Governor’s Cup (a boat racing team award), the main safety task was the control of boat wakes.

For the 6 Auxiliary crews, three each day Saturday and Sunday, the arduous parts of the mission was not just the 8 hour length of the patrol but the continual request for “Slow Speed – No Wake” to surprised boaters travelling in a section of the Intracoastal Waterway (ICW) that normally has no speed nor wake restrictions.

On Sunday morning, after an on-the-water meeting of that day’s three facilities, it was decided that the optimal result would be achieved by positioning Weiss’ and Gloede’s faster, more maneuverable 31 foot outboard powered vessels in the ICW, north and south of the that entrance to Sunset Lake. Spataccino’s diesel powered 29’ Ranger Tug (Howard Friedman, coxswain) was to remain at the open end of the “lake” to direct boats coming from the nearby marinas and residential boat slips to the two spectator boat areas located at a safe distance outside of the one mile oval race course. During the afternoon, a “Pirate Ship” tour boat from Wildwood, possibly curious as to the sight of the high rooster tails and to the sounds of the screaming race engines, cruised by for a looksee.

On Sunday afternoon, two race boats collided (side to side). The Caution Flag went up and rescue boats, stationed in the center of the oval, raced to the aid of the boat drivers. Although one boat had flipped over, neither driver was seriously injured. The damaged boat was towed to shore and the races continued.

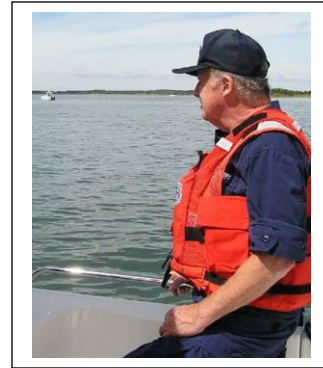
Crew rosters and more photos taken from the Ranger Tug on Sunday are on the following page:



1. to r.: Ranger Tug; Weiss’ crew; Gloede’s crew heading to ICW.



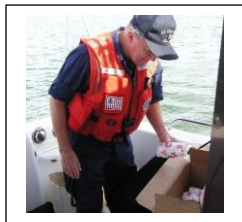
Hydro Fest 2014 (cont'd)



Allen Nordt, Jim Mc Clellan, and Ken Wilde sharing lookout duties on the Ranger Tug.



"Pirate" tour boat



Ken & Allen taking a lunch break.
Kathy & Don inside the Tug. >>>



Allen "reflecting" on
a very long day.

Saturday – Scott Supplee (8-3), Bill Hartley (8-3)

Bruce Long (8-2), Joseph Gruff (8-2), Peter McBurney (8-2), Thomas Hynes (8-2)

John Tredinnick (8-2), Joe Giannattasio (8-2), James Carey (8-2), Glenna Tredinnick (8-2),

Victoria Wells-Manlandro (8-2)

Sunday – Rich Weiss (8-2), Richard Watson (8-2), Donald Dobson (8-2), Lorraine Bianco (8-2)

Chris Gloede (8-3), Tom Palmer (8-3), Jim Knapp (8-3), Vanessa Brown (8-3), Paul Will (8-3)

Don Spataccino (4-4), Howard Friedman (8-3), Allen Nordt (8-3), Jim Mc Clellan (8-2),

Ken Wilde (8-1), Kathy Spataccino (4-4)

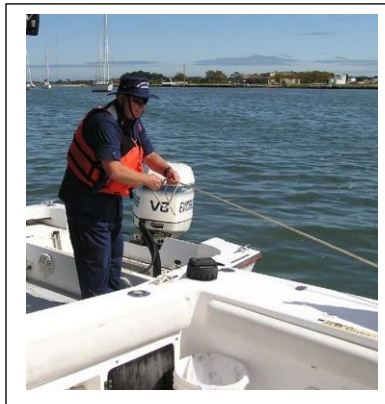
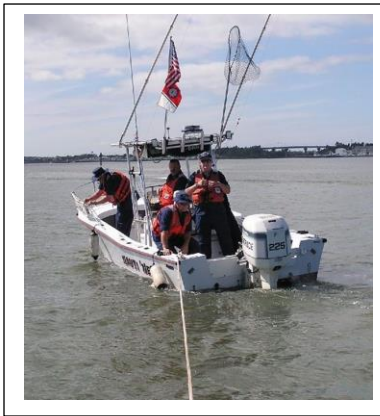
The Last Patrol Weekend of 2014

The last weekend of September was very busy for Division 8. On land, a TCT Class was hosted by Flotilla 8-1 in Ocean City while Flotilla 8-4 attended the Auxiliary information booth during the 4 day Atlantic City In-Water Boat Show. On the water, the patrol season was wrapping up with the 3rd Annual Cape May Dragon Boat Festival Races and several QE Check Rides (for coxswain and crew).

Friday - A Beautiful Afternoon For A (QE) Check Ride

Early in the afternoon on Sept. 26, Fran Krajewski's OPFAC (8-3) played the role of "vessel in distress" as Scott Supplee (8-3) performed a QE Check Ride under the observation of QE Bruce Long (8-2).

After the towing drills, Fran's crew remained in Cape May Harbor through the late afternoon to provide a safety screen for several teams of dragon boat paddlers practicing for Saturday's races.



1st Row: MOB Drill (white fender): Stern towing; Joe Gruff (8-2) secures No. 1 line (bow to bow);
2nd Row: Tom Palmer (8-3) works No. 4 line (stern to stern); Side-by-side towing; Scott receives a thumbs-up for a job well done. Below- Dragon boat crews practicing near Harbor Cove Marina.



The Last Patrol Weekend of 2014 (cont'd)

Saturday – A beautiful day for Dragon Boat races.

On Saturday morning, Fran Krajewski's OPFAC once again began its patrol playing the role of "vessel in distress" for members wishing to complete their QE Check Ride. This time it was with Bruce Long's facility. And, as on the previous afternoon, Fran's crew remained after the Ride to assist dragon boats. This time they were near the SW corner of Cape May Harbor alerting boats travelling the ICW about the presence of the dragon boat races taking place on a straight four lane, 500 meter course from mid-harbor towards a small beach.

Dragon boats hold 20 paddlers (10 rows of 2 across, plus a "sweep" (steerer), and a drummer). This "festival" involved 33 teams in 4 divisions. Each team raced in two heats to qualify for the final heat in its division.

A Local Note: A team named "Coast Guard Enlisted" finished in First Place in the Locals Division, Second Place Overall. Their best time was 58.97 seconds. (The best time of the day was 55.71 seconds.)



1st Row: Prepping lines for tow; Swinging the "monkey's fist"; Teamwork for a side-by-side tow.
2nd Row: Maneuvering for the start (see the dragon head?): "Coast Guard Enlisted" paddling hard.
Bot. Row: "We have alignment! Paddlers get ready."; "Go!" (Blast from airhorn)

Around Division 8

Dick Keast (8-1) – 50 years of Service

Dick Keast (8-1) was presented with his 50 years of Auxiliary Service Award by DSO-PA Bob Babezki (8-1) and FC Dave Wilson (8-1).

(The photo, by Charlie Wilkins (8-1), was taken at a ceremony set up in the Common Room of the rehabilitation facility where Dick was recovering from a pelvic fracture.)



Duct Tape/Cardboard Boat Regatta at Port Republic



Flotilla 8-1's Fred Ruddick and Terri Pierce at the info table. The largest boat entered in the competition and what you might expect to happen to occupants of a cardboard boat. Photos by Charlie Wilkins (8-1).

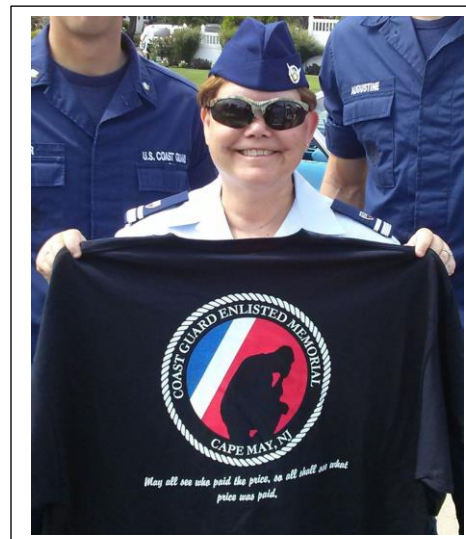
Loran Station Beach "Patrol" – Labor Day Weekend

During the three days of Labor Day weekend, twenty Auxiliarists, with others on Standby, monitored the vehicles entering the Loran Station Beach, next to the Cape May National Wildlife Refuge (south of Wildwood Crest, NJ). The shifts were 2 hours long from 1000 to 1600 each day. Two Auxiliarists were assigned to a shift with Jim Carey and Lorraine Bianco there the entire day. The Auxiliarists, from Flotillas 8-2, 8-3, and 8-6, wore ODU's (Hot Weather).

"The task of the Auxiliarists was to check to make sure all the vehicles that entered the beach parking area had a valid parking pass and a swipe card for the gate. The idea of Captain Prestidge, CO of TRACEN, it was proposed to the Auxiliary by DCDR Bill Holmes. The response from the beach goers was overwhelmingly positive, with many wanting us to do this on a regular basis." Report by Lorraine Bianco, VFC 8-2.

Around Division 8 (cont'd)

Brigantine Ecology Day – \$350. for the CGEM Foundation



At the Marine Science/Safety table with all the “fixings” (brochures, posters, t-shirts, hats etc.) – Tom Maloney (8-5), Ruth Keck-Ryon (8-1), Kathleen Beagle (8-1), MST-3 Patrick Augustine, and MST-3 Kyle Graeber. Ruth Keck-Ryon, FSO-MS, displays a CG Enlisted Memorial Foundation t-shirt.

Photos by John Tredinnick (8-2)



A 1951 Bell 47 helicopter flown by Jack Kelly Flotilla 85 doing a flyover at the “Thunder Over the Boardwalk” air show on Aug. 13.

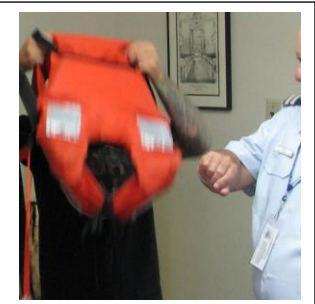
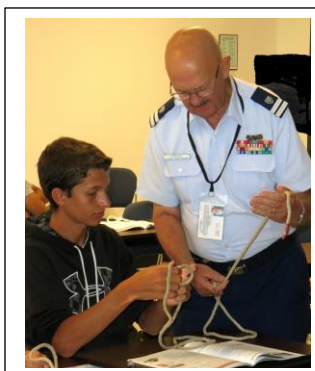
Reprinted from Flotilla 8-5’s newsletter *Bridge Chatter* – October 2014. Gil Finkelstein, Editor.

More “Hands-On” = More Fun = More Students

A 100% student passing rate in our ABS classes can be achieved using only the NJ State mandated Power Point presentation plus a few props (PFDs, cleats, etc.) and some appropriate “war stories”. So why do some flotillas put in the extra planning to add more “fun” to their classes?

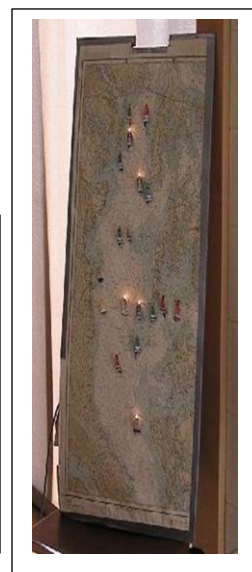
Although an ABS class is required in order to obtain a NJ State Boating Certificate, the location of the class is the student’s choice. The method by which the student finds out about the class plays a major role in which one he/she selects. While posters in stores and ads in different forms of media are the usual methods of advertisement, often overlooked is “word of mouth.” In addition to learning the material and passing the exam, if the student had “fun” in the class, he/she is more likely to tell his/her friends about it. And that conversation could result in additional students signing up for one of that flotilla’s upcoming classes. Think back to when you were in school, how often did you overlook the course description in preference for what you heard from another student? And with a choice of similar classes, how much of a role did “fun” play in your selection?

For boating, “fun” is usually a hands-on and/or a visual experience. For example, rather than just hearing that the bowline is the “king of knots”, imagine the student’s excitement when he tells and/or shows his/her friends about his/her new skill, tying a bowline, and then tells him/her where he/she learned it.



Top (l to r): Frank Verrichia (8-2); Vince Kipp (8-3); Jim Kight (8-6).

Left: A student (8-6) is timed sizing and putting on a life preserver.
Rt: Allen Nordt (8-3) describing a chart; Flotilla 8-5 lights up lighted buoys.



Left: Stan Friedman (8-5) uses lighted boat models to demonstrate night navigation regulations, and uses home-made day beacon boards for extra effect.

Photos by: Don Dobson (8-2); Lou Hahn (8-6); Howard Friedman (8-3)

“RTB – Returning To Base”



THE END